

Island Region Consolidated Grant Applications for SFY 2021-2023

Following are the six project applications submitted for Consolidated Grants for State Fiscal Years 2021-2023.

Project: North Counties Transportation Coalition Mobility Service Pilot Project

Sponsor: Stanwood Community & Senior Center

Type: Operating

Amount: \$660,000

Project Description:

This grant will fund a pilot hybrid fixed-route service to connect significant destinations in Camano Island, Stanwood, Smokey Point, and Arlington. This service will cater to vulnerable populations, including people with disabilities, older adults, and those who are low income. The service will be operated by Stanwood Community and Senior Center (SCSC) sponsored by the North Counties Transportation Coalition (NCTC) – a group of local community and senior centers, tribes, transit agencies, and municipal governments focused on addressing mobility gaps in Camano Island and North Snohomish County. SCSC will partner with other transportation providers in implementing and providing this service i.e. Island Transit, Community Transit. This project is the result of a WSDOT grant award to NCTC (through Stanwood Community and Senior Center) to study the development of a mobility service to connect Camano Island with North Snohomish County, resulting in comprehensive report released this year.

Project: Replacement Vehicles: Three medium-duty cutaway biodiesel-fueled buses.

Sponsor: Island Transit

Type: Capital

Amount: \$465,653

Project Description:

To provide capital funding assistance to purchase three (3) replacement, medium-duty ADA-accessible cutaway biodiesel-fueled buses, including security camera systems, radios, tablets, associated mounting hardware/wiring, passenger information systems (automated announcement system, interior and exterior destination signage, and audio-visual multimedia displays), and bike racks.

The three medium-duty vehicles that will be replaced will exceed FTA's minimum useful life standard by mileage and/or age as of 2021. The state has also set a goal of having no more than 25 percent of its transit fleet beyond FTA's useful life standard. These buses will exceed federal, state, and our own agency goals. We committed capital funding to improve the fleet's state of good repair.

Failure to replace these vehicles will result in increased maintenance costs, reduced reliability, and service inefficiency. Island Transit has already seen increasing maintenance expenses to sustain and maintain both service and safety standards beyond routine preventative maintenance practices.

Replacement of these vehicles will allow Island Transit to remove these aging vehicles from service and surplus them as excess vehicles.

Project: Sustain Mobility Management Specialist Program

Sponsor: Island Transit

Type: Mobility

Amount: \$147,275

Project Description:

To provide funding assistance to continue the mobility management community outreach program. This program is designed to increase community awareness of Island Transit services by utilizing a mobility specialist who will provide education to individuals, community organizations, and social service agencies, including a focus on serving the special needs population. The tools used by the mobility specialist include meetings, articles, presentations, events, and tours, supported by printed materials and social media.

Island Transit's mobility management program has shown the need to expand the outreach program to all aspects of our communities about the services we offer and how we can assist in removing real and perceived barriers to using transit services. Our program has been designed to increase community awareness of Island Transit services by utilizing a mobility specialist who will provide education to individuals, community organizations, as well as engaging and where appropriate partnering with agencies. The mobility management specialist has also included a focus on assisting our special needs population in gaining greater independence and self-confidence to use the fixed route services. The tools used by the mobility specialist include meetings, articles, presentations, events, and tours, supported by printed materials and social media.

Project: Replacement Vehicles: Five heavy-duty 35-foot hybrid-diesel buses

Sponsor: Island Transit

Type: Capital

Amount: \$3,443,510

Project Description:

To provide capital funding assistance to purchase five (5) replacement, 35-foot heavy-duty ADA-accessible hybrid-diesel buses, including security camera systems, radios, tablets, associated mounting hardware/wiring, passenger information systems (automated announcement system, interior and exterior destination signage, and audio-visual multimedia displays), and bike racks.

The five heavy-duty vehicles that will be replaced will exceed FTA's minimum useful life standard by mileage and/or age as of 2021 and 2022. The state has also set a goal of having no more than 25 percent of its transit fleet beyond FTA's useful life standard. These buses will exceed federal, state, and our own agency goals. We committed capital funding to improve the fleet's state of good repair. Failure to replace these vehicles will result in increased maintenance costs, reduced reliability, and service inefficiency. Island Transit has already seen increasing maintenance expenses to sustain and maintain both service and safety standards beyond routine preventative maintenance practices. Replacement of these vehicles will allow Island Transit to remove these aging vehicles from service and surplus them as excess vehicles.

Project: Expansion Vehicles: One medium-duty cutaway biodiesel-fueled bus

Sponsor: Island Transit

Type: Capital

Amount: \$155,218

Project Description:

To provide capital funding assistance to purchase one (1) expansion medium-duty ADA-accessible cutaway biodiesel-fueled bus, including security camera systems, radios, tablets, associated mounting hardware/wiring, passenger information systems (automated announcement system, interior and exterior destination signage, and audio-visual multimedia displays), and bike racks.

The COVID-19 crisis has compelled us to reconsider and, in many cases, to reimagine our previously held ideas about our transportation system. It has forced the issue of acknowledging that bus drivers and other mass-transit personnel are essential workers, every bit as crucial to the continued functioning of society as the people who work at our hospitals, grocery stores, and pharmacies. For those residents who don't have access to a car, including a disproportionate number of low-income people and people of color, it's their primary means of getting around, pandemic, or no pandemic.

As people look to return to some aspects of normal life, public and shared transportation will be part of that return. To reduce the spread of the virus, we must consider implementing a number of precautions to ensure public transit remains a safe and reliable option for all riders, especially those who do not have the option to stay home or use other modes of transportation.

Island Transit is planning for the future of public transportation in Island County. In order to provide the tools to reimagine transit, we need to expand our fleet.

Project: Expansion Vehicles: Nine light-duty buses

Sponsor: Island Transit

Type: Capital

Amount: \$1,123,762

Project Description:

To provide capital funding assistance to purchase nine (9) expansion light-duty ADA-accessible cutaway gasoline-fueled buses, including security camera systems, radios, tablets, associated mounting hardware/wiring, passenger information systems (automated announcement system, interior and exterior destination signage, and audio-visual multimedia displays), and bike racks.

The COVID-19 crisis has compelled us to reconsider and, in many cases, to reimagine our previously held ideas about our transportation system. It has forced the issue of acknowledging that bus drivers and other mass-transit personnel are essential workers, every bit as crucial to the continued functioning of society as the people who work at our hospitals, grocery stores, and pharmacies. For those residents who don't have access to a car, including a disproportionate number of low-income people and people of color, it's their primary means of getting around, pandemic, or no pandemic.

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